

THE CITIZEN solicits contributions from the general public on any subject—political, religious, educational, or social—as long as they do not contain any personal attacks.

All communications must be accompanied by the writer's name, not necessarily for publication, but as an evidence of good faith. Advertisements for insertion in the current week must be in hand not later than Friday noon.

SATURDAY, JUNE 11, 1904.

## One Town's Experience.

Some people are expressing the opinion that the campaign carried on in Summit and many other places for the past two years against the mosquito pest has proved unsuccessful, and that the use of oil on ponds, etc., has only resulted in driving the winged torturers from their natural abiding places into our houses. Some people even go so far as to say that the mosquitoes thrive on oil, and grow fat thereon. The facts seem to be as follows, as far as Summit is concerned: The Town Improvement Association procured a large number of the local pest this spring and submitted them to the United States Entomologist at Washington; and, as reported by the Association in a recent communication to the Common Council, the authorities have found that all these mosquitoes are what are known as the "cesspool" variety, and not such as breed in ponds or stagnant water in the woods. This would seem to strongly fortify the contention that the use of oil on ponds, etc., has been successful in destroying the insects that formerly bred there, and all that we have to contend with now is the variety that breeds in the vicinity of our houses, particularly in cesspools. If this is so, all householders who are still obliged to use cesspools should see to it that a cupful or so of kerosene is poured on them every two weeks; and when the use of a cesspool is no longer necessary, it should be filled up and this fertile source of breeding destroyed. On the other hand, the fact that mosquitoes have been more prevalent during the past two years than ever before, has resulted in an apparently strong argument against the oil campaign; still, the increased number of insects seems to exist in localities where oil has been used, and, indeed, seems to be the result of a widespread visitation. In any event, the indications seem to bear out the contention that oil is effective, and householders should give it a thorough test on their cesspools, unused wells, cisterns, etc.—Summit Herald.

## Fire Officials at a Fire Drill.

Chief Engineer James Y. Nicoll, Assistant Chief John Schwab, Councilman Jesse C. Green of the Fire Committee, Superintendent of Fire Alarm A. F. Olson and Town Clerk Wm. L. Johnson visited the Sprague Electric Works on Thursday afternoon and were taken on a tour of inspection of the large plant by Purchasing Agent Charles Noll. The visit on the part of the fire officials was for the purpose of testing that part of the town fire alarm system located in the Sprague factory. While they were at the factory Mr. Noll, who is Chief Engineer of the Sprague Electric Company Fire Brigade, called out the brigade for fire drill. Chief Nicoll and others of the visiting party were surprised and pleased with the rapidity and skill with which the company's fire fighting apparatus was brought out and put into action. Chief Nicoll complimented Chief Noll and his assistants upon the excellence of their work and the completion of the factory equipment for guarding against the spread of fire. Assistant Chief Schwab, who is a veteran New York city fireman, and who has had a long experience in fire matters, also complimented the Sprague fire brigade upon their speedy and thorough system of work. Town Clerk Johnson, who has been for years an active member of the local fire department, also extended congratulations, as also did Councilman Green, to Chief Noll and his men. While the Sprague Electric Company's Fire Brigade is a private institution, the promotion of friendly relations between the officials of that company and the public fire officials is a move in the right direction, and no doubt the hospitality of the public fire officials may be extended to Chief Noll and his assistants on some future occasion.

## Carpet Cleaning.

Now is the time to clean carpets. If you want your carpets taken up, cleaned and relaid, send word to D. Douglass, No. 9 Park street, Montclair. Mr. Douglass has had years of experience in carpet cleaning, and has a large patronage in this town, Glen Ridge and Montclair. Those intending to move can have their carpets taken up, cleaned and relaid on short notice. The work will be well and promptly done.—Advt.

## The License Question.

TO THE EDITOR OF THE CITIZEN: SIR: The Rev. Elbert Clement, a former pastor of the Watessing M. E. Church, and now pastor of the Nutley Methodist Church, recently preached a sermon on the interesting subject of "The Granting of Saloon Licenses by Governing Bodies." Nutley is governed by the town act, the same as this town, and the rules and regulations under which saloon licenses are granted are the same as those in vogue here, and the clergyman's remarks apply to the situation here as well as in Nutley.

The clergyman's text was "Woe to them that decree unrighteous decrees." The pastor declared that it was a good thing to be intrusted with the powers of government by the people and to use it for their benefit. It should, he said, never be forgotten by those who govern that they are accountable to one who is higher than the highest. Continuing, Mr. Clement said: "The time is near when the Town Council will consider the question of licensing saloons. The pressure for saloons will be strong. In this discussion we will assume that our Councilmen are high minded, with the interests of the town at heart, and mean to do their duty. We wish to help them."

"Our position is that the number of saloons should not be increased and should be diminished as far as possible, even to extermination. The line of thought is: The saloon in relation to the general public, to the church and to the Council, and the relation of the Council to the public."

"The saloon is a place of business for the sale of intoxicating liquors to those who wish their intoxicating effects. The effect is bad upon the body, reducing its strength for work and the power to resist disease, and inducing dangerous diseases. It injures the brain and weakens the mind, making it confused, uncertain and unreliable in action. It perverts the sensibilities and affections, degrades the habits into coarseness and fulness, making the man disagreeable and terrible to family and friends, and often a public nuisance. The saloon is the chief factor in political corruption, and is the greatest danger to American prospects. Not all who frequent saloons are disreputable. Some are men of position, but all the bad and dangerous use the saloon and often make it the place of conspiracy against law and order. It is the chief source of supply for poorhouses, prisons and hospitals, and is the chief occasion for fear for property, honor and life."

"Its relation to the church is that of direct uncompromising enmity. Its tendency is to undo all the work of the church. The relation of the saloon to the Town Council is this: There can be no saloon without the will of the Council. Now, what is the relation of the Council to the public? Its members are elected by the voters, and are responsible to the public. They have no other concern than the welfare of the public. High-minded and proper men will regard nothing else. The saloon people and their supporters are not the public. They are in the minority, and if they were not—if they were in the majority—they should be denied. For it is a fallacy to say that the majority should rule always. When the majority orders an immorality or treason it must be resisted unto the last extremity. Majorities carried the Southern States into secession. If Nutley should vote unanimously to secede from New Jersey, or to rob the banks in Newark, it would soon be taught its error. Therefore, our Town Council is bound, under the obligations of public policy, righteousness and true manhood, to set itself against the saloon."

"It was chiefly for the better control of the saloon question that our form of government was changed from township to town. We assume that the Council will do right, and we make this deliverance to help them."

## The Track Elevation Question.

TO THE EDITOR OF THE CITIZEN:

SIR: I am glad that your correspondent "Observer" has taken up the track elevation question and discussed it in such a comprehensive and conservative manner. The people of this town have long been urging the elevation of the tracks of the Lackawanna Railroad here, and especially at Glenwood avenue crossing, one of the worst death-traps in the town. Now that the railroad company is willing to accommodate the citizens by abolishing this dangerous point, I think the Town Council ought to aid it in every possible way. This is a progressive age, and all important places in this country are having railroad tracks elevated and dangerous grade crossings abolished. "Not one cent for track elevation" is a very narrow policy, as "Observer" very justly remarks. A new depot and various other improvements contemplated by the railroad company will add greatly to the beauty of our town, and it seems to me that the people will readily lend a helping hand in this matter, even if their taxes are slightly increased thereby. Of course improvements of all kinds cost money, and as the Lackawanna Company has been put to great expense in elevating its tracks at the Broad street crossing in Newark and depressing them in the Rossville section, it seems no more than reasonable that our people should assist it financially in making the contemplated improvements here.

The city of Newark assisted the part-

our railroad companies materially in doing away with three very dangerous grade crossings in that city, and now that the work is accomplished, I do not believe the taxpayers there regret the additional burden that has been placed upon them. The three death-traps alluded to were the Lackawanna at Broad street, the Pennsylvania at Market street, and the New Jersey Central at Mulberry street. These grade crossings were not only exceedingly dangerous, but they greatly interfered with traffic by delaying travel. The Pennsylvania and the Lackawanna by elevating their tracks have erected handsome and commodious depots, which are an ornament to Newark. The most notable one is that at South street on the Pennsylvania road, in the lower section of the city. Chestnut street depot—which was a rambunctious frame building and situated some distance from the track—and Emmet street depot have both been abolished, and the two have been combined in the one at South street, about midway between the two former ones. On the ground floor is a fine waiting room and a tie-at office, while on the elevation are two other waiting rooms, one on either side of the tracks. Besides these waiting rooms there are partially enclosed platforms to accommodate western and eastern travel. Formerly neither of these depots had shelter for passengers along the tracks, and I understand that the people living in the lower part of the city feel very happy over the improvements made.

Now, Mr. Editor, if the Lackawanna will elevate its tracks here and erect a handsome depot in place of the ancient looking and disgraceful one at Glenwood avenue, and also add other improvements, it would seem to be unreasonable not to appropriate "one cent for track elevation." As "Observer" remarks, it ought to be a mutual affair, as both the railroad and the town will be greatly benefited thereby. I have heard it remarked by some narrow-minded people that the railroad company is rich and is making "plie" of money. Certainly the stockholders did not put their money into the road for the fun of it, and if they are making money, it is no more than these same narrow-minded people would like to do. By all means let the Town Council assist the railroad in this laudable undertaking, and when the improvements are made the taxpayers will greatly rejoice that they were able to assist in beautifying our town.

## FAIRPLAY.

## Board of Education.

The regular monthly meeting of the Board of Education was held Monday night. The Teachers' Committee reported the following new teachers engaged for work in the schools next year: Miss Eva L. Bishop, a graduate of the Oneonta Normal School; Jesse M. Treber, Catharine B. Harned, Mildred H. Randall, Mildred H. Fritcheard, Susan M. Johnston, Margaret O. Midaugh, Virginia Huebner, and Elizabeth T. Schnelzer, all of the State Normal School; A. Gertrude Clark and Gertrude H. Libby, Framingham Normal School; Annie D. Cheves, Bridgewater Normal School, and Clara S. MacDonald, Oswego Normal School.

Miss M. Alice Gulick was appointed principal of the Brookdale School beginning September next.

The board completed arrangements for the annual commencement, June 30, in the First Presbyterian Church. Rev. George L. Curtis of the First Presbyterian Church will deliver the address to the graduates, and Thomas Oakes, President of the Board of Education, will present the diplomas. The music will be in charge of Prof. P. J. Smith, and J. Louis Minier will preside at the organ and piano.

A petition signed by 150 boys requesting the board to adopt a one-session plan was laid on the table. Six bids for supplying the schools with coal were read. The price asked in each case was \$5.40 per ton. The award of the contract was laid over until the next meeting.

## Board of Trade.

The Board of Trade held a well-attended meeting on Thursday night, at which a number of municipal matters were discussed. Kenneth G. Duffield of the Committee on Municipal Affairs presented a report for that committee. The report contained resolutions to the effect that it was the sense of the Board of Trade that no increase be made by the Town Council in the number of licensed saloons in the town, and that as far as possible the saloons be confined to the centre of the town, and that the residential parts of the town be kept free from saloons. The resolutions were adopted, and a copy ordered transmitted to the Town Council.

Former Chairman of the Town Council George Peterson brought to the attention of the Board the expediency of taking action in connection with the Lackawanna track elevation project of securing some necessary changes in the construction of the railroad bridge over Tony's brook. The stream at present, Mr. Peterson said, had to make a right angle turn on the east side of a bridge, and on the occasion of a heavy storm there was great pressure against the embankment at that point. He suggested that new bridge abutments be built in a manner that would do away with the present awkward turn in the stream. The matter was referred to the Committee on Railroads.

## One Hundred in Gold.

The Erie Railroad Company offers a prize of \$100 in gold to the one who will suggest the best name for the best train that will run to the World's Fair at St. Louis. The prize is offered on one condition only, namely: The name suggested for the train must be one that will cling to the memory—even as a trip on it will linger pleasantly in the mind of every passenger. It must be a name to fit the World's Fair train by the most attractive route between New York and St. Louis. If more than one suggests the name selected the prize will be given to the first one suggesting it. Write the name you suggest plainly and mail to Erie Contest Department, room 314, Vanderbilt Building, New York. Contest closes June 14.

## Dudley Buck Praise Service.

The annual "Children's Day" exercises will be held in Westminster Church to-morrow morning. There will be an address by the pastor, singing, etc. In the evening there will be a special praise service under the auspices of the Men's Club. This service promises to be of unusual interest. Rev. George A. Paull will make the address and the quartette will sing a number of selections from the compositions of Dudley Buck. The musical part of the evening programme is as follows:

Organ Prelude, "Sunshine and Shadow," Buck Anthem, "Te Deum," Buck Trio, Soprano, alto and bass, "Peace troubled Soul," Buck Duet, Soprano and tenor, "The Lord is my Light," Buck Offertory, organ solo, "At Evening," Buck Quartette, "O Gladness Light," (from the Golden Legend), Buck Contralto Solo, "My Pilgrimage," Buck Organ Postlude, Festive March, Buck

These are all selections of rare merit, and taken together with a short biographical sketch of Mr. Buck by Mr. Paull, and a few hymns especially appropriate to the occasion, will make a very interesting service.

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## Sigler-Blunt.

The marriage of Miss Maude Blunt of Walnut street to George Sigler of Thomas street took place recently at the rectory of St. Paul's Episcopal Church, East Orange, and was performed by the Rev. Mr. Taylor. The bride was gown in white organdie and carried flowers of the valley. She was attended by her sister, Miss Blanche Blunt, while her brother, Ernest Blunt, was best man. Mr. and Mrs. Sigler are home from a stay at Niagara Falls and are residing in Thomas street.

## Thirteenth Anniversary.

The members of the East Orange Women's Christian Temperance Union will celebrate the thirteenth anniversary of the organization of the Union in W. C. T. U. Hall near the corner of Dodd and Prospect streets, on Wednesday afternoon, June 15, from three to five o'clock. State President, Miss Emma Bourne is expected to be present and make an address. Refreshments will be served and a cordial invitation is extended to all friends of the Union to attend the anniversary exercises.

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## A SAVINGS BANK ACCOUNT

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